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the national FALCON news

MAGAZINE OF THE FALCON CLUB OF AMERICA

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APRIL 6, 2024
Southern Coast Regional

JULY 11–13, 2024
2024 FCA National Meet

If you received a 2023 Nationals t-shirt, the Falcon Parts area code was incorrectly printed. It should be 916. Our apologies for the error.
–Mid America Chapter

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IMPORTANT MEMBERSHIP INFORMATION

The monthly online magazine on the website at falconclub.com is password protected and you must enter, when requested, your own password. For inquiries or updates regarding your FCA membership—your address, email, phone number, etc.—please contact membership@falconclub.com. To place a classified ad, send FCA Regional event information or articles, email editor@falconclub.com. For help with the website, email fcatechline@gmail.com.

THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the Falcon automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are $30. ($35 for Western Hemisphere, $45 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The National Falcon News is published monthly with information submitted by members.

PRESIDENT'S MESSAGE

BILLY POPE
FCA President

Happy New Year! As we welcome 2023, the Falcon Club of America (FCA) extends warm wishes to all our members. We hope this year brings you joy, success, and memorable experiences with your beloved Falcons.

As we embark on a new chapter, the FCA Board is excited about the prospects the coming year holds. We look forward to meeting new members, sharing our passion for Falcons, and building on the strong sense of community that defines our club.

Our board has been diligently working to enhance the value of your FCA membership. We've paid close attention to your feedback and are committed to addressing your preferences. It has become evident that many of you desire an increased schedule of printed copies of our magazine as opposed to the digital version.

However, producing and delivering each issue comes at a significant cost, with printing and shipping expenses exceeding $7000 per month. To meet this challenge, we have been actively seeking advertising partnerships to help offset the financial burden associated with the magazine's production.

In addition to this, after careful consideration, the FCA administrative team has made the decision to adjust our membership dues. We understand that the prospect of a dues increase may be met with mixed feelings, especially in a time where it seems like everything is on the rise. We want to assure you that this decision was not taken lightly.

For many years, our dues have remained unchanged, and the club has absorbed the increased costs associated with various aspects of our operations. However, to provide you with a quality bi-monthly print edition of our magazine, it has become necessary to adjust our dues structure to $38 annually. Beginning January 2024 dues will be $38 and we will print a bi-monthly magazine as opposed to a quarterly version. We feel that this increase will be offset by the value of more printed versions of our award-winning magazine.

We believe this adjustment is crucial to sustain the production of the magazine and offer more printed copies to our members. While we understand that no one likes an increase, we are confident that the added value and benefits will outweigh the adjustment in dues. Furthermore, we are committed to maintaining these dues at this level for an extended period.

Your continued support and understanding during this transition are invaluable to us. We appreciate your dedication to the Falcon Club of America and are excited about the opportunities that lie ahead for our community.

Here's to a fantastic year filled with Falcons, friendships, and shared adventures!

Happy Falconing,

Billy Pope
817-798-9306
Billyshotrodshop1@gmail

YOUR FALCON STORIES

Several of our Falcon News readers have completed their assignment.

in October 2023, President Billy Pope assigned some homework to the Falcon News readers:

So, here is your assignment. I want to ask you to send us a note about how you came to be a Falcon lover. What attracted you to this car? Tell us about your first Falcon. Is it the one that you currently own? What is your favorite body style? Include pictures; a picture is worth a thousand words, so tell your story. Relationships are an integral aspect of the FCA and the cars are just a bonus. I feel getting to know the cars is sometimes as fascinating as getting to know their owners. I cannot wait to learn more about my FCA family.

–Billy

Thanks to all who have responded. Here are your stories.

Francine, the Forgotten '63 Falcon.

I acquired my Falcon in January of 1970. I had recently graduated from high school; it was my very first car purchase. I remember I was trying to decide on which of two choices I had—a Chevy Nova or a Ford Falcon. I picked the Falcon because it was "a convertible." At that time, I only "loved it" (I think) because it was a convertible. LOL. I drove it for a few years in southeast Pennsylvania, then my brother drove it for a few years. I "saved it" until two years ago when I began the restoration project. It is very exciting to think it will be "on the road" by spring of 2024 and heading to some car shows. I was hoping that would happen in 2023, but I have learned a lot about how these projects seem to "creep" along. LOL. So I look forward to the future and meeting lots of folks who also treasure and own the cute and interesting Ford Falcon. My girl is known as Francine.

—Constance Love (FCA #18230)
Wilmington, Delaware

My Four Falcons

After reading your Presidents' Message in the October 2023 addition of the the Falcon News, I desired to take you up on your assignment. Here are the four Falcons that I have owned over the last 60 years. The last three started about the same time as the pandemic when I had some quality time on my hands and Bobbie, my wife thought that I needed a hobby. It has been interesting and very expensive, to say the least.

ORIGINAL FALCON— In the summer of 1963 I was 18 years old headed to college when two important things happened. One, I met what became the love of my life and have been married for 58 ye ars. Second, I traded my '57 Ford for a 1960 two-door white Ford Falcon. It was extremely basic, and did not even have a radio. It became my parents' kids' car. My sister had a fender bender that was fixed. I took it to college and later to Fort Hood, Texas after my all-expense paid one-year vacation in sunny Vietnam. We started our married life in that car, and it was used daily until 1976. At that time it had 200,000 miles logged and was retired to the back of the farmyard and scrapped in 1979. Big mistake.

FALCON 1— After my retirement, a 1963 Falcon Convertible was purchased with the intention of rebuilding it up to usable standards. This was a learning experience. It had more Bondo than metal with leaks just about anywhere there was a fluid. It did run and drive. I enjoyed the learning experience and had fun. I sold it for $1,000 more than I paid and spent $7,000 on what I would call Rebuilding Antique Cars 101. I am not sure I passed the course. This car left southern Wisconsin and was sold to a very nice gentlemen on Long Island, New York.

FALCON 2— Purchased as a parts car for FALCON 1, this 1963 two door white coupe with no front fenders had not run for years. It had come from South Dakota where salt is used. The floors were usable but the quarter panels were not the best. With a little Bondo they looked fine. Without too much effort I had the little 170 Cl running. Not well, but running. No brakes; linkage in the steering column messed up; transmission was fine, but I could only get low and reverse. The car was sold at a car show and went to an all-Ford family, who wanted to have everything in working order by the time their 14-year-old daughter could drive.

FALCON 3— I purchased the car for $800 and those who have rebuilt antique cars know you will never get your money back. It was purchased exactly two years ago from this writing. Some of the new things on this car so far include new floor and trunk floor, new rear rails, new gas tank and sending unit, new engine, new transmission, rebuilt rear end, new brakes {lines and all), new starter, new alternator, new radiator, new top, new seat covers, new door panels, new kick panels with speakers, new radio, new carpet, all new suspension and I am sure I left out a few. Also 250 hours of labor to prepare the car for painting. It has been great fun with some fluctuation. Looking forward to seeing the project completed and actually driving this show quality car.

—Joe Bradley (FCA #18014)
Evansville, Wisconsin

My 1966 Ford Falcon Two-Door Sedan

My Falcon was assembled in Dearborn, Michigan. My grandmother (Nana) purchased it on November 29, 1965 from Bartow Ford in Bartow, Florida. I have the original Sales Invoice showing the total sale price of $1969.37.

The Falcon has been driven 56,100 miles. It is located at my residence in Mulberry, Florida and is only a couple miles from where my Nana lived. It was only driven twice per week for years to grocery stores and/or miscellaneous appointments/shopping. It has NEVER been more than 10 miles from home here in Mulberry!

It has the original 170 cubic-inch straight-six engine with three-speed manual transmission. The shifter is column/mounted (three-on-the-tree). Nana drove this vehicle until her age 90 in 1993. She passed away during 1998 and I became legal owner of the Falcon after her estate was settled. The Falcon has always been garage kept (her garage had one open side and my garage is closed and climate-controlled) so there is no sun damage. I have replaced the fuel tank and have installed new brake-pads, wheel-cylinders and brake lines. The exterior is showroom-ready with new paint (original color) and the engine had been completely overhauled and painted with new decals. The engine compartment is immaculate. I think the car is like new in 1966.

One of the options when purchased was clear plastic coating on the cloth seats. Upon restoring, cleaning and detailing the vehicle, I removed this plastic covering to clearly reveal the seats. To my surprise, the fabric was in mint condition and the entire interior looks great! All instrumentation, switches and actuators on the dash work fine.

The trunk area is clean-as-a-whistle with the spare tire and jack just as new. I replaced the trunk-floor mat so the compartment looks pristine and original. I have had the bumpers re-chromed (her open-air garage caused some rust on the fuel tank and bumpers), but all have been corrected.

In 1968 I turned 14 years old. At that time, the State of Florida required a Learner Permit to learn to drive...for two years prior to getting a Driver License. I not only learned to drive using this vehicle, but also used it for my driving test on my 16th

birthday to obtain my Driver License! After that it was fast cars, hot-rods and loud mufflers for me (teen-age boy stuff!).

My grandfather was a World War 1 veteran and was totally blind, too. My Nana was an at-home seamstress. Also, she was somewhat short in stature and could barely see over the steering wheel. She always took him wherever she drove. They would go to a grocery store (he would always ride in the rear seat) and she would park under a shade tree in the parking lot. He would roll-down the windows, remove his stetson hat, lean back and take a nap while waiting on her to return. Can you imagine, blind too? You can't do that today for fear of car-jacking, robbery, mugging, or worse! Times have changed, but the Falcon hasn't.

I have the original Owner's Manual and all the maintenance records. At the time, there was an annual State of Florida imposed Vehicle Safety Inspection (that ended in 1981) and I have those certifications, also. The Falcon model was one of Ford's most mechanically-sound cars.

This Falcon is a treasure to me and I hope to pass it along to one of my daughters to keep it in the family (unless I get an offer I can't refuse!). I keep it in a secure garage with half-a-dozen other collector vehicles. It not my oldest, not the most valuable....but it is my favorite. When I look at it, old memories come to mind. And I sometimes visualize my Nana peeping over the steering wheel with my grandfather sitting in the back-seat!

–Gary S. Claville (FCA #16451)
Mulberry, Florida

My Future Resto-Mod

My Mom bought a used, white 1964 Falcon two-door sedan in 1969. It had the tan interior and the 144 c.i. six-cylinder with three-on-the-tree. It served us well until she flipped it in 1971 on her way to work. I put Goodyear Polyglas GT's on it and wire wheel hubcaps. Even tried my hand at rust repair in the rear quarter panels. So this was my first experience with a Falcon.

When I graduated high school in 1971 and got a job, I bought my first '68 Camaro from a buddy who decided to join the army, so I took over his payments. It was an SS/RS 350 Automatic.

Living in a small middle Tennessee town with not much to do, so all the guys had hot cars. One close friend had a silver '65 Falcon Sprint with a 289 and C6 automatic, and another friend, who was the son of our local Gulf station owner, had a 1963½ Falcon Sprint he modded to have a straight axle in front and re-radiused rear wheel wells with mini-tubs to get fat tires under it. It was a beautiful Pearlescent White with black interior, had a 289, a T-10 tranny, and 9" rear.

Since then, I've always wanted one like it but to resto-mod it to a modern handling muscle car. I was able to purchase my '63 two-door sedan in November of 2008 and it's been sleeping in my garage while my two children attended grade school, high school and college. Now that my second child is finished, funds will start to become available to realize my dream.

—Dennis Elrod (FCA #14058),
Memphis Tennessee

Billy's 1969 Sport Coupe

Under the Influence of Bobby's Hot '65

It's 1975 and I was 13 years old. Window pane jeans were the ticket and Captain and Tennille's "Love Will Keep Us Together" was the number one song. Bobby Wynne lived across the street from me in Bedford, Texas. Bobby had a hot little 1965 Ford Falcon, and the rumor was that it was "so quick that you couldn't see the tail lights at night." I did not know if that was true or not, but this car spoke to me in ways that still resonate with me many years later. When I close my eyes, I can still hear that Falcon's hot small block Ford; it sounded so good. This was back in the day when hot street cars had a "3/4 racing cam." I can still see the Cal-Custom finned valve covers, the chrome air cleaner, Crager wheels and those shackles! It was jacked up so high to get those massive G60s under the rear fenders. I know it was a four speed, because I would ride my bike by... real slow like... to check out the Hurst shifter and gawk at that awesome Sun tack screwed to the dash, and I would always sneak peaks under the hood whenever he was tuning his engine. I remember it being a dark color, so I do not recall if it was black or dark blue, but I do know this car certainly made an impression on me. I always wanted a Falcon because of the impression that Bobby's car left on me. In 2011 Frank Bell turned me on to a car that Jeff Schira had. It was a Candy Apple Red 1969 Sport Coupe. After a test drive and handshake, I purchased my first Falcon! I finally realized a life-long desire to own a Falcon.

–Billy Pope (FCA #14436), Forth Worth, Texas

My Early Love for Ford Falcons

My first Falcon recollection is my maternal grandpa's 1963 four-door station wagon in Corinthian White. He traded a 1956 Ford Ranch Wagon in for it. I was born in 1957. My grandpa and grandma would take me on camping trips in that car. The back seat was folded down and the back would be filled with camping gear and the three of us would ride in the front, me in the middle of course. When camp was set up, my grandparents slept in a tent and I slept in the back of the wagon.

In 1973, I was 16 and working at a gas station in Albuquerque, New Mexico. A customer had a 1963 two-door Falcon for sale for $300. I bought it. Not because I was a Falcon lover yet, but it was a car that I could afford. That car was so dependable and easy to maintain. That car never let me down.

Now to the Falcon that I currently own. It is a 1960 Ranchero in Monte Carlo Red that my paternal grandpa bought new from Glen Organ Ford in Compton, California on May 4th, 1960 for $2,325. It has the deluxe trim of white steering wheel, and bright metal side window moldings and automatic transmission. He passed away in March of 1962 and my paternal grandma drove the car until her passing in December of 1982, at which time my Dad took ownership of the car. In May of 2004, I bought the car from my Dad and I have owned it ever since. The car has lived in three no-rust states—California, Arizona, New Mexico—and has always been carported or garaged. So as you can see, I have a one- family-owned car since new and it only has 74,000 miles on it.

Grandma and Grandpa in front of the Ranchero.

Grandpa, Me and Dad and the Ranchero is in the carport in the background March 4, 1962, when I was four months shy of five.

I have always had an appreciation for "old" cars. They had so much style and to me are works of art. I have developed a deep appreciation for Falcons. I love all of them, any body style.

—Brian W. Dropps
(FCA#18722)
Reserve, New Mexico

My Falcons—Through the Years

Hello, my name is Glen Graham, I joined the Metro Detroit Falcon Club in August of 2023. I have been a member of the Falcon Club of America since around 1992 when we took my first son at a month old to the Falcon Club of America National Convention in Milwaukee. My first Falcon was a 1963 V8 hardtop I bought in 1982 right before I graduated high school.

I put a 351 Cleveland 4V, C6 and a Bronco 9-inch rearend in it to drive to Schoolcraft College. The offset nine-inch was hard on u joints and one summer night the driveshaft let loose and broke the transmission extension housing. That's when I decided I needed to center the pinion, and if you are going to cut the axles anyway, might as well cut them a bunch. So, my friends and I built a subframe and narrowed the rearend.

Narrowed rearends were rare in 1984. I drove it on the street till about 1994. It became a Drag Race only car and ended up running 9.90s in the quarter mile.

We were expecting another child, so it was time for a cruiser, so in July 1994 my brother-in-law and I took a one-way flight to Shreveport, Louisiana to buy a 1963 Falcon Sprint Convertible show car from a fellow Falcon Club member.

In April of 2004 my Mustang was stolen from the parking lot at work; we were heading to Florida the next day, so I decided to buy another 1963 Falcon for a daily driver while we were there.

I drove the six-cylinder two speed automatic everyday for a full year, even in the snow.

Late 2004 with my fourth child born, we needed a Falcon that could carry six. So, there was a V8 automatic four-door station wagon in Dana Point Beach, California that had never run after the rebuild.

I got it running the day after the truck dropped it off at my house. We drove the wagon to a couple FCA conventions. I built a 5.0 liter and an AOD trans for the wagon. It went 11.70s in the quarter mile on Nitrous.

I sold the racecar because I was replacing good parts with better parts to go a little faster. Figured I could build a new car with the better parts some other day. I sold the sedan because I missed the modern conveniences. I sold the wagon because every time I went out to the garage to pick a Falcon to drive, the convertible always wins.

So, I rebuilt the Convertible in 2016, with a 347 engine, T-5 transmission, Rack and pinion steering and a hydraulic clutch both which I adapted myself and various other upgrades.

In January of 2019, Drake my youngest son said he was interested in building a car. I jumped on the opportunity and bought a piece of junk 1963 Falcon Hardtop. What is left of it is hanging from the ceiling of my garage waiting for inspiration.

This is the replacement for the racecar, so it is getting only better parts. It will be for the street, have air conditioning, a 5.0 Coyote, 10-speed automatic, twin turbos and a custom chassis. I have purchased all the fiberglass components that are available for a 1963 Falcon.

I am retired from Ford Motor Company. I was a Powertrain Manufacturing Engineer and a Cost Estimator. Being retired allows me the time to enjoy the many events that the Metro Detroit Falcon Club has had this year, I especially enjoyed the Garage Party at Gary's. My wife Mary Jane and I look forward to next year's events and meeting all of the MDFC members.

—Glen Graham (FCA #5234), Livonia, Michigan

This Member Story came via the MDFC Newsletter

1965 Falcon Tri-Color Sedan Delivery

I was ten years old when the 1965 Sedan Delivery was produced. My father had one he used for work in the late 60s. Over the years, I have owned other vehicles, but still wanted a Falcon of my own. I found a 1965 Falcon Sedan Delivery for sale on Gary Millers Classic Cars dealership in Peoria, Illinois on their website. In February 2022, everything fell into place, and I was able to purchase the vehicle and have it transported to Maryland. I was so excited to look it over in person for the first time. Although it was already in good condition, I wanted to make some improvements, so I installed disc brakes, built a custom console to match interior, shortened steering wheel column three inches to make it more comfortable driving, and replaced the driver and passenger seats.

Shortly after buying the vehicle, I got a call from a gentleman asking, "Do you know who this is?". I replied no, and he laughed and said he was Jim Weber, Sr., the previous Falcon owner. I had given my information to the dealership and said that I had no problem being contacted by the previous vehicle owner. What a nice surprise to hear from him!

Jim told me his story about owning the vehicle for years, and what led him to finally sell it. He had owned it since April 2006, after buying it from a previous owner that had had it since 1980. His son, James Weber, Jr., of East Peoria, Illinois had worked at Uftring Automotive Group for 16 years. He was a builder of award-winning street rods and had participated in Hot Rod Magazine's Drag

Week and Power Tour. After getting the Falcon, James painted it for his father as a gift. The tri-color paint was beautiful, Jim was so proud of it and the work his sons had done. After it was painted, he participated in several car shows, winning at least one First Place, three Second Place, and two Third Place awards. Not long after, James, Jr. fell ill. After a short and difficult illness, he passed away on October 4, 2020. As much as Jim loved the Falcon, there were so many memories tied to it that he just had to let it go. It broke my heart to hear this. He decided to sell it and I was the lucky one to buy it. Not only did I get the vehicle I always wanted, I made a friend in this 88 year old gentleman.

After buying the Falcon, I started looking for local car shows to attend. That first Spring 2022, I entered my first All Ford car show, and I took First Place in my class. I shared this news with Jim, Sr., and he was ecstatic. A few days later I received several photos from Jim of the various car show awards that he had won when he owned it. We talk often and I keep him up to date on the progress and about the car shows we attend. We have placed in the Top 60, Top 25, 2nd Place, First Place, and mostly are having a lot of fun showing the car to many Falcon enthusiasts.

To add to the magnificent look of the tri-colored vehicle, to make it stand out more when attending car shows, I had a motor built by Marshall's Machine Shop located in Maine. It is a 302 CI, 400 HP, 380 lb-ft torque engine. After the build was completed, my wife, Tami, and I drove from Maryland to Maine in October 2022, to watch them perform the Dyno testing and hear the motor run before loading it on the back of our truck and driving back home. We did the motor swap ourselves in February 2023. We also had new exhaust pipes and muffler installed and had custom vinyl lettering "Sedan Delivery" and "Established 1965" installed on the sides of the Falcon.

The last year the Sedan Delivery models were offered was in 1965. They are quite rare and have become one of the most collectible Falcon models. The Sedan Delivery models never sold in high numbers and ours is 1 of the 537 produced in 1965. Tami and I are proud owners of this beautiful car. We believe family is everything, and now we can add FCA to family status.

—Joe Craig (FCA #18602)
Westminster, Maryland

GiveUsCPR.com

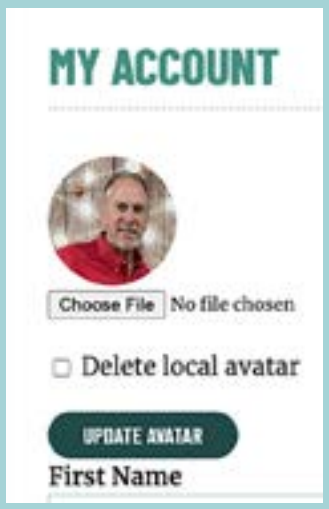
MARSHALL'S

66

Did you know you can add a picture of your Falcon to the website?

Just log in on the FCA website.

Next, you will see a 'Welcome' screen with your account information; there will be a little circle. Underneath the circle it says 'Choose File.' Just go pick your favorite picture of your favorite person, favorite Falcon or yourself and you are finished. This way any time a fellow member looks you up they will see the image you selected.



While you are in your account you will be able to view your dues expiration date and your contact information. You can update your contact information if you choose.

You can also go to 'My Falcons' and add additional pictures of your Falcons and even enter additional information about your Falcon.

CHAPTER CHATTER

Carolina Chapter Falcons Represent at Charlotte Motor Speedway Auto Fair

Thousands of cars and exhibits took over Charlotte Motor Speedway the September 7-9 weekend for the annual Charlotte Auto Fair. The latest technology, trends, parts, and products filled the manufacturer's midway. The reconfigured swap meet provided a wide array of hard-to-find parts and memorabilia.

The Carolina's Falcon Club represented our cars well showing off their rides on Thursday, Friday, and Saturday. Saturday was a bigger day for showing and Friday was a bit larger for the vendors. Near turn one, backed up to the grass facing the bleachers, the Falcons were on display. It was hot, but several tents helped keep them all cool.

Their chapter attracted many folks looking at the cars and they found many were interested in joining our Falcon Club. They ended up with 10 members cars on average, with several members attending without cars. Those in attendance were Joe Cutri with his 1964 hardtop, Jim Wyatt with his 1965 HT, Sherry Wyatt with her 1981 Mustang, Ronnie & Suzzette Flowers with their 1964 Sprint Convertible, James & Mary Lynne Baxter with their 1964 Ranchero, Wayne Cannon with his 1963 Sedan, Jeff Cannon with his 1962 Wagon, Jeff & Sharon Clampitt with their 1965 HT, Steve Woolard with his Ford Ranger Pickup, and Daniel Willingham with his 1964 HT.

There was a three-way tie for first place between Ronnie & Suzzette Flowers, Jeff & Sharon Clampitt, and Jim Wyatt. Car show chairman Jim Wyatt had a gentleman who was putting on the show be the final judge and he selected Ronnie & Suzette Flowers '64 Sprint Convertible as best in show for the group. Jeff & Sharon Clampitt won second place and Sherry Wyatt for the best original car in the club. Ronnie and

Jeff & Sharon Clampitt's 1965 Hardtop

Jim Wyatt's 1965 Hardtop

Sherry Wyatt's one-owner, all-original 1981 Mustang

Suzette joined in the parade of cars to compete against all the other club winners for best of show at AutoFair.

One member won another very well-deserved award from AutoFair—getting to join in the parade. Jeff Cannon won with his '62 Wagon BEST UNRESTORED at all of AUTOFAIR. His wagon was originally owned by his parents, Wayne & Cassie Cannon, and he was taken to school in this car by his mother. This was a special moment to be shared with Jeff and his father, Wayne at the show. Wayne was in the running for BEST RESTORED by OWNER at AutoFair with his '63 Sedan, but they would not allow two cars for these special awards from the same club. Nonetheless Jeff and Wayne are both very deserving for these special awards.

If there was a hard luck award, it would have gone to Daniel Willingham. He left Asheville Thursday in his '64 HT and had car trouble. After several stops working on his car, he finally arrived at AutoFair Saturday afternoon to enjoy a couple hours at the show. Thank you, Daniel, for your perseverance to attend and fellowship with your fellow club members.

Congratulations to the winners and to all who showed, letting everyone at the show enjoy our finely restored Falcons.

—submitted by Mary Lynne Baxter
Carolinas Chapter Newsletter

Founders Chapter Christmas Party

Heart of Texas Chapter

A December Heart of Texas Chapter gathering brought together good friends and great cars.

(Wally Tirado and Bobby Kimball photos)

The home of LeBon Temps Chapter members Dutt and Gail LeJeune (FCA #15808) of Plaquemine, Louisiana was festively decorated for the Holidays. What a great photo opportunity for some Falcon shots that would be.

Rare Australian 1970 Ford Falcon XY GT in Barn Find Condition Sells for $230,000

One of the most rare collector cars in Australia is the Ford Falcon XY GT. Only 1,500 of these muscle cars were built at the Broadmeadows, Melbourne plant between 1970 and 1972.

An ultra-rare 1970 XY GT in "barn find" condition recently sold at auction for $230,000 in Sydney, Australia. Over 400 bids were placed before a gentleman from Sydney was pronounced the victor. He later was quoted as saying, "he was pleased with the purchase, stating that he had one similar when he was a young bloke."

This car was found under Clive Anderson's house, exposed to the elements, for 47 years. Anderson reportedly parked the Ford Falcon after he was given a work car. After many years of sitting, it stopped working with 65,278 miles on the odometer.

When Anderson decided to sell the property, he needed to sell and unearth the dust-coated Falcon. He had purchased the car for around $3,800 to be his daily driving vehicle. Selling it earned him a nice little profit of over $226,000.

Rian Gaffy, classic car specialist and auctioneer, found that "the classic is a special build, a 'one-of-one' series. The Falcon had been used by the Ford

Motor Company for 12 months before it was sold to an employee. Anderson purchased the car from that employee in 1972."

Mr. Anderson, the man who sold the Falcon, said he "was pleasantly surprised with the sale's outcome." He was not aware of the vehicle's value or how rare it really was.

Information and photos are from the videos below and based on an article by Tara Hurlin on www.hemmings.com

The two videos that show the retrieval and information on this rare car can be found on the web at: www.hemmings.com/stories/1970-ford-falcon-sells-for-230000/?utm_medium=email&utm_source=EDaily&utm_campaign=2023-12-06 and www.youtube.com/watch?v=EfovxsaCsV4

I encourage you to take a moment and watch the videos as I believe you will find the information quite interesting.

FORD FALCON XY GT

When the first Ford Falcon was introduced in Australia in late 1960, it was as a result of the decision by the Ford Motor Company to adopt the U.S design instead of the Ford Zephyr from the English factory. One of the major reasons for this was the simplicity of design of the U.S. Car, thus reducing cost and making production easier.

The first major re-styling of the Falcon came in September 1966 with the XR model. GT versions of each succeeding model, the XT in 1968, the XW in 1969, then the XY in late 1970 were produced. The GTHO Phase III was released in 1971. A limited number were exported to South Africa, wearing Fairmont GT badging.

With the rev limiter disabled this car was capable of 252 km/hr (157 mph) and can exceed 7,000 rpm in fourth gear. The rev limiter is set to 6,150 rpm. The engine type was a 351 Cleveland. While Ford stated an output of 300 hp, the engine was reputed to produce over 350 hp.

In Australian muscle cars, there is one standout when it comes to desirability, the Ford Falcon XY GT-HO Phase III—with only 300 built and less than half that survive. Built in far greater numbers with 1,557 produced, was the GT.

Auto collectors all over the world dream of finding that one-owner unrestored original that's somehow survived the elements and is in presentable and in running condition. It will have all the books and receipts from day one and, as icing on the cake, and a shot of it with the proud owner the day it was picked up from the dealership. The more years that separate that original sale increase the odds that it will not be possible to find.

https://www.tradeuniquecars.com.au/buyers-guide/1802/ford-falcon-xy-gt-buyers-guide

https://www.smithandsinger.com.au/list/MOTORCARS1/122

https://en.wikipedia.org/wiki/Ford_XY_Falcon_GT

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https:// FordFalcon.org/

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831-332-9699
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Meet third Saturday of even months

CLASSIFIED ADVERTISING

FALCONS FOR SALE

1965 Ford Falcon two-door sedan. 302 30 Over with a blower. Midnight Blue paint (painted over 25 years ago), Boss 302 oil pump heavy duty pump shaft, 302 heads Comp valve grind and ported, windage tray six-quart chrome oil pan, competition cam and cam anti-pump uplifters, double roller time chain, Ford Hi-rise aluminum intake. Holley 780 CFM carb, Ford high rise aluminum intake, double roller timing chain, and six quart chrome oil pan. Holley 780CFM carb, Ram clutch, Hurst Competition Plus Shifter, Ford 9" rear end 4:11 gear 31 Spline axle, Lakewood traction bars and drive shaft loop, Frame tied, Headman headers, Turbo mufflers, custom front seats, fiberglass front and rear bumpers and hood. New additions include full custom interior, rack & pinion steering, stainless tilt steering column, Hurst shifter, four-core aluminum radiator, SSBC manual front disc brakes, top loader four-speed. Was in the Detroit Auto Rama in 2017. Asking $24,000 (U.S.Funds) OBO. Dennis, jmpfalcon@gmail.com, 248-941-3386. MI. 231020

1964 Villager wagon Comet, original 289 four-barrel, C-4 automatic. Has original doors, all fiberglass wood railings, all emblems/ trim and interior parts. $1,900 without engine/transmission or $2,800 with engine/transmission. More projects: 1963 Meteor S-33 two-door hardtop 260 V8 and 1964 Comets six-cyl & V8. Carlos Vera call/ text 720-281-0940 or calicometcarlos@yahoo.com. CO. 231030

1967 Falcon that has less than 80,500 miles that is in excellent mechanical condition with a great body, from Las Vegas. I live in Callao, Virginia. I bought the car five years ago and I thought it was going to be something I would work on, but retirement didn't happen, and life has kept me from finishing the job. The car has everything you need, including new window seals, and many other items needed (for after you paint it). Phone: 804-650-9434. VA. 231113

PARTS FOR SALE

Parts For Sale: ALL NOS: 1961 grille plus L/R headlight doors, $495; '61 headlight door, one left, $95; 1960 deluxe wheelcovers, 13" $195 set of four; 1962–63 Deluxe-Squire wheelcovers, 13", $195 set of four. Backups light kits, one of each: 1960–62/1963/1964/1965 wagon/Ranchero, $300-395 each, depending on the year. 1960–64 backup light/neutral safety switches for column shift automatic transmission, $45 each. Good Used: 1963 Futura/Sprint Hardtop Bucket Seats, nice driver quality black upholstery, very complete, missing one seat emblem, $1,495. 1962–63 Deluxe Squire wheelcovers, $40-120 per set based on condition. '60-61 plus '62-63 Falcon strut rods, good threads w/OEM hardware, $125 each. '60-63 hood hinges, one set, no springs, oiled, work smoothly, straight, $100; Nice Used: consoles: one '63 convertible console, black, w/correct cvt. floor

brackets, $495; two ‘60–63 sedan consoles, good to excellent, $350-$450. Three Sprint tachs, tested and working, $95-295 each. Good used 1960 grilles w/parklights, $150-200; two 1961 grilles, $150 and $225, nice and straight; ‘63 grille, $595, and many ‘63 headlight doors, $50-150 a pair. Three 1963 driver/project grills; need repair/welds, but have potential, $200-395 each. Re-chromed interior windshield trim for hardtops: three-piece set, $400 exchange. Good used hardtop windshield trim, $175, driver quality. 1964–65 six-cylinder power steering system, 90% complete, but will need work; VERY RARE; $395 as is. 1960-65 four-speed or floor shift steering column; we have the correct parts to fit each of those years, $250. Dagenham four-speed bellhousing, $75; complete Dagenham four-speed w/complete shifter, from a running car. $695. 1965 “FA” gas caps—three complete, some extra parts, including some NOS, $350-$600 each. 1966-67 power steering system, steering box w/ straight through shaft, complete lower linkage, no pump/pulleys/brackets, $395 as is; may fit ‘68-70 as well. Two narrow pattern toploader four-speeds; one for a ’64½ Mustang; can work in a Falcon but needs the Falcon tailshaft housing, this trans is rebuilt, $1,195. One narrow pattern toploader with both Mustang/Falcon patterns, has a chipped second gear, but turns freely, w/factory shifter, $595. 1962–65 trunk locks, good used with serviced locks, new emblems and new keys, $95–$195. 1960–67 Station Wagon tailgate cranks, used to NOS with serviced locks and new keys, $100-$495. 1964–65 Futura interior door badges, repainted plus good chrome, $30 a pair. 260 V8 front fender emblems, good used, repainted, $30 per pair. 13” and 14” wire spinner hubcaps, all grades, restored, good used, and driver quality, levels #1-4, $150-550 per set based on condition. 260 builder, long block, w/front cover plus valve covers, build code, 3F18Z (maybe a “2” not Z) ran great, but smokes, $200. two-speed V8 Ford-O-Matic, shifts nicely, complete w/trans linkage and starter, $300–local pick-up for the engine and trans. 1960–70½ sheet metal, doors, fenders, hoods, deck lids, bumper cores and brackets; some ‘65 Comet parts as well. What do you need? All prices are plus shipping. We have a 39+ year collection of Falcon and Comet parts, please call/email with your needs. Call or email Lenny at lenkellogg1964@gmail.com, 970-593-1964, or visit us at kelloggsgarage.com. CO. 231212

Barn Find: One old-time fiberglass hoods w/scoops: 1964–65 Falcon/Ranchero hood w/ raised hood scoop molded in; found in the barn of a Colorado drag racer; used at Bandimere Speedway in the 80s-90s. $250 OBO. Almost impossible to ship this item, so I highly suggest local pickup. Call or email Lenny Kellogg at Kellogg’s Garage: lenkellogg1964@gmail.com, 970-593-1964 or visit us at www.kelloggsgarage.com. CO. 231205

Parting ‘60-‘65 Falcons. 15 year collection! Good sheet metal, lots of trim, mechanical parts, etc. New station wagon front and rear seats complete—steerhead material stock covers. Also, front and rear new door panels—pictures on request—$1,450 for seats and panels. Call Steve, 360-430-0143. Thanx for driving a Falcon! WA. 231006

1964 Falcon grille, $240. Parting out 1964–65 Falcon and Ranchero. Trim, body parts and mechanical. Parting out 1964-65 Comet parts cars, hardtop, convertible, wagon. Have body parts, trim , and mechanical. Also have 1960–77 Comet parts. Carlos Vera call / text 720-281-0940 or calicometcarlos@yahoo.com. CO. 231030

PARTS WANTED

Sprint V8 emblems for 1965 front fenders. Would prefer two but just one would be very helpful. nicholasbjackson@hotmail.com. 231023

MISCELLANEOUS

Hello FCA Members! I am an avid license plate collector (ALPCA #13258) and may have or able to find YOM plates for your prized ride. Price range $50 - $500. Contact: James Collins, 175 Montesito Lane, Floresville, Texas,78114; jacoll87@yahoo.com; 830-321-2434.

TO PLACE A CLASSIFIED AD

- Please include item info and price, your name, location and FCA number. Try to limit your ad to 50 words. Ads may be edited as needed. Send your ad by email to editor@falconclub.com.
- Ads will run for minimum of two months and must be resubmitted monthly after that. Ads must be received by email by the 10th of the month before publication. For example, December 10 is the deadline for the January issue.
- FCA members receive two free ads per issue with one free photo for inclusion in "Cars for Sale" section. Your Falcon number must be included to be eligible for your free ad. Additional ads are $10 each or $20 with your photo included.
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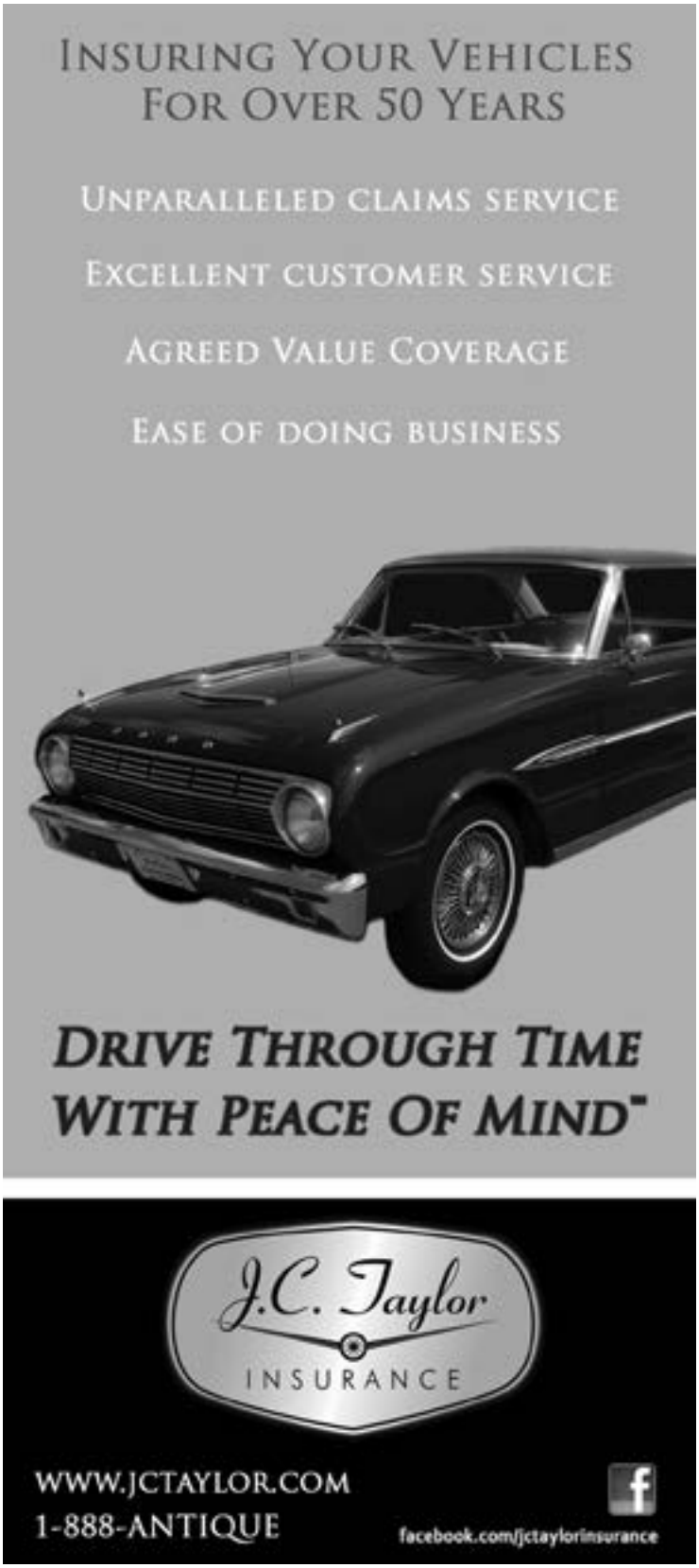

Look what's new *since you last looked at Falcon*

new Falcon Futura *by Ford*

COMPACT COUSIN OF THE THUNDERBIRD

Here's a brand-new version of America's favorite compact . . . the new Falcon Futura. Notice—front seats are separate and custom-contoured. Color and trim schemes are exquisite originals, too. Deep-pile carpeting extends wall to wall. Arm rests for everyone add to the enchantment. Personal effects ride in a sleek new console *between* the front seats. ~ There are two lively engines to choose from: for extra power Falcon's zesty 170 Special. And for *proven* economy—the famous Falcon 144. *With this engine and standard transmission a Falcon averaged 32.68 miles per gallon in this year's Mobilgas Economy Run . . . the highest ever obtained by a 6- or 8-cylinder car in the 25-year history of the Run.* The new Falcon Futura has all these features —yet it's priced *way below** other luxury compacts. This is your personal car see it now at your Ford Dealer's!

Handy personal console between seats

Ford Motor Company. *Based on a comparison of manufacturers' suggested retail delivered prices.

2024 Falcon News Calendar

We hope you will enjoy displaying your new 2024 Falcon News Calendar on your walls this year. I'd like to thank the Board of Directors for approving this expense that I really enjoy putting together for our members.

A big thank you to all who sent photo submissions for our the calendar. Unfortunately, we couldn't use them all and it was hard choosing the various ones to represent as many model years as possible. We fell short of some of the later model years this year, but we want to encourage you "forgotten Falcons" to submit your photos for next year.

Some of your photos will still be used in the future in the magazine or in next year's calendar.

—Editor

Request for Recipes

I am convinced Falcon Club events are a great place to taste great food. Recently, Troy's brussel sprouts were a definite hit with me at our Chapter's Holiday Party.

If you have a recipe you'd like to share with our readers, please send it to editor@falconclub.com. (Troy, I'm calling on you to send me the brussel sprouts recipe!)

FALCON CLUB UPCOMING EVENTS

...and still more to come

Mark Your Calendar

GULF HILLS HOTEL & RESORT

13701 Paso Rd, Ocean Springs, MS 39564

Phone: (228) 875-4211

www.gulfhillshotel.com

Use Reservation Code: b677266

Club rates available April 4th,5th,&6th

Join us for the ultimate gathering at the Ford Falcon Southern Coast Chapter Regional Car Meet! Get ready to rev your engines and show off your classic Falcons, as well as connect with fellow enthusiasts who share your passion for these iconic vehicles. Whether you're a die-hard Falcon fan or just appreciate the beauty of these timeless cars, this event promises a day of thrilling conversations, stunning displays, and memories to last a lifetime. Mark your calendar and let's rev up the excitement together!

2024 FCA National

July 11–13, 2024

Embassy Suites by Hilton
Hot Springs Hotel & Spa
400 Convention Boulevard
Hot Springs, Arkansas 71901
+1 501-624-9200

Events in the planning stages:
• Cruise • Social • Ladies Tea • Valve Cover Races

The Arkansas Nationals team is very excited about the 2024 FCA National and is looking forward to seeing a lot of smiling faces in July. Check the website and the online magazine for additional details as they become available. And, don't forget to register! Simply submit your registration electronically or print out the registration form from the website and mail it in.

If you or your chapter would like to help out, feel free to reach out to the 2024 FCA National team via email. They are always looking for additional support.

1965 Futura
Jeff Abbott (FCA # 18367)

1964 Futura
Steve Sovereign (FCA #18608)

1963 Sprint Convertible
Tim Sutherland (FCA #11096)